

जिन्हें अभी तक कोई भूमि आबंटित नहीं की गई है; उनके द्वारा कितनी कितनी धनराशि जमा की गई है और उनके द्वारा ये निधियाँ किस-किस तारीख को जमा कराई गई; और

(ख) क्या समितियों को, उन्हें आबंटित की जाने वाली भूमि के स्थान के बारे में मूल्य जमा करने से पहले सूचित किया जाता है या उन्हें इस बात की सूचना मूल्य जमा कराने के पश्चात् दी जाती है?

HOUSING SOCIETIES IN DELHI

1153. SHRI RAM SAHAI : Will the Minister of HEALTH AND FAMILY PLANNING AND WORKS, HOUSING AND URBAN DEVELOPMENT be pleased to state:

(a) the number of the Housing Societies in Delhi which have deposited the necessary price of land but have not been allotted any land so far; the amounts deposited by them and the dates when these amounts were deposited by them; and

(b) whether the societies are informed about the location of the land proposed to be allotted to them before depositing the price or they are informed about it after they have deposited the price?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY

स्वास्थ्य तथा परिवार नियोजन और निर्माण, आवास और नगर विकास मंत्रालय में राज्य मंत्री (श्री बी० एस० मूर्ति) : (क) तथा (ख) वांछित सूचना एकत्रित की जा रही है और सभा पटल पर रख दी जायेगी।

PLANNING AND WORKS, HOUSING AND URBAN DEVELOPMENT (SHRI B. S. MURTHY) : (a) and (b) The required information is being collected and will be laid on the Table of the Sabha.]

[] English translation.

12 NOON

STATEMENT Re. SHORT NOTICE QUESTION NO. 3 ANSWERED ON THE 3RD SEPTEMBER, 1966

PROMOTION OF CERTAIN ASSISTANT EXECUTIVE ENGINEERS AS EXECUTIVE ENGINEERS IN C.P.W.D.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING AND WORKS, HOUSING AND URBAN DEVELOPMENT (SHRI B. S. MURTHY) : Madam Deputy Chairman, I beg to lay on the Table a statement regarding the promotion of certain Assistant Executive Engineers as Executive Engineers in the Central Public Works Department with reference to an assurance given in the course of answers to Short Notice Question No. 3 on September 3, 1966. [Placed in Library. See No. LT-1936/69].

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED DEATH OF 12 GANGMEN AS A RESULT OF BEING KNOCKED DOWN BY A GOODS TRAIN ON HUSSAINSAGAR BRIDGE ON AUGUST 10, 1969

SHRI J. P. YADAV (Bihar) : Madam Deputy Chairman, I beg to call the attention of the Minister of Railways to the reported death of twelve gangmen and serious injuries to two others when a goods train running from Secunderabad to Hyderabad knocked them down on the Hussainsagar bridge near the James Street suburban station on the morning of August 10, 1969.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARTMAL GHOSH) : Madam Deputy Chairman, on 10-8-1969 while 26 casual gangmen were crossing the railway bridge between James Street and Hussain Sagar junction stations on the Secunderabad-Hyderabad junction section of Section of Secunderabad Division of the South Central Railway, a goods train No. Z 30 Up which had left Secunderabad station at about 05.20 hours, hauled by a WG locomotive No. 8017 working tender-foremost, knocked down 14 gangmen; as a result of which, 11 of them died on

[Shri Parimal Ghosh]

the spot and 3 were seriously injured. The 3 seriously injured gangmen were removed to Mahatma Gandhi hospital, but one of them died on the way bringing the total number of deaths to 12. The other two injured gangmen were admitted in the Mahatma Gandhi hospital.

6<-gratia payment at the rate of Rs. 500/- each to the next of kin of the gangmen who died has been arranged. Rupees 300/- each has been paid to the two gangmen who are lying in hospital.

A special train was run with the dead bodies and the relatives of these gangmen from Hyderabad to Marpalli.

Immediately on receipt of information regarding this accident the Chief Operating Superintendent, the Chief Mechanical Engineer, the Transportation Superintendent (Safety) and the Divisional Medical Officer rushed to the site of the accident by road.

An inquiry by Senior Scale Officer has been ordered.

श्री जगदम्बी प्रसाद यादव : मैं सरकार से जानना चाहता हूँ कि उस मालगाड़ी से, जिस से 12 गैंगमैन बुरी तरह कुचल कर मरे, अमानवीय ढंग से मरे, उसका इंजन पीछे था, जो अस्वाभाविक है, लेकिन वह गाड़ी जो पीछे से आगे जा रही थी उस में गाड़ का डिब्बा था या नहीं और उस गाड़ के डिब्बे में कोई रोशनी की व्यवस्था थी या नहीं ?

दूसरी बात मैं यह जानना चाहता हूँ कि उस पुल पर कोई रास्ता टपने का है या नहीं ? मैं यह प्रश्न इसलिए पूछना चाहता हूँ कि मैंने रेलवे मिनिस्टर और रेलवे विभाग को बरियारपुर रेलवे स्टेशन, जो ईस्टर्न रेलवे पर है, उसके एक पुल के बारे में कई बार लिखा है। वह भी इसी प्रकार का पुल है और उसमें कई लोग मरे हैं और दर्जनों घायल हुए हैं। मैंने कई बार लिखा है कि उस पर एक पुल बना दिया जाये ताकि अचानक कोई गाड़ी के आने से कोई एक्सीडेंट न हो। इसलिए मैं जानना हूँ चाहता कि यह पुल कैसा है जिस पर बचाव का कोई साधन नहीं है ?

तीसरी बात मैं यह जानना चाहता हूँ कि क्या सरकार इन गैंगमैनों को जो ड्यूटी पर लौट रहे थे, ड्यूटी पर मानती है या नहीं और मंत्री महोदय ने अखबार पढ़ा होगा तो देखा होगा कि मरने वालों में कुछ ऐसे हैं कि जिनके परिवार की देखभाल करने वाला कोई नहीं है। क्या ऐसे परिवार वालों के भरण-पोषण की भी कोई व्यवस्था सरकार करने जा रही है या नहीं ?

SHRI PARIMAL GHOSH : Madam the first question which the hon. Member has asked is whether the engine of the goods train was in the rear, [it was not in the rear but it was working on the tender-foremost basis. This is nothing unusual. There are certain short sections where this kind of practice is available: and as per general rules this is permitted. But when this kind of thing is permitted, they go under strict speed restriction. Normally the speed restriction is within about 25 km.

The other point which the hon. Member tasked was whether there was any other road near that bridge or not. There is a road running almost parallel to the railway track. But these gangmen normally work on the railway track....

SHRI PARIMAL GHOSH : bkrav.Uy we do not keep any road on the bridge because it is specifically meant for the railway and is not meant to be a public thoroughfare. This question does not arise. But there is a road running parallel and people will have to take care if they want to go, there is a road available also.

The second point was whether these gangmen were on duty or not. They were not on duty because they took leave and were coming back to join duty.

The third question put was whether under these circumstances the Railway Ministry will consider giving some compensation to their families.

SHRI AKBAR ALI KHAN (Andhra Pradesh) : One more question. Was any guard or anybody in the front side of the train so that he could have seen and warned the gangmen?

SHRI PARIMAL GHOSH : The engine was working on tender-foremost basis. In the rear normally there is a guard van, and the guard is to be in the guard van, and it would not have been possible for him to see the persons who were in front of the engine.

The third point is about compensation. As per the general rule, when the persons are not on duty, they are not entitled to compensation. But in this case we are not treating purely on technical grounds. As the hon. Member has mentioned certainly we will see what some sort of compensation, whatever it is possible is given to the next of kin of these people and also we will see that their next of kin are also provided with jobs in the railways.

SHRI PARIMAL GHOSH : Madam, it is our constant endeavour to see that this kind of

श्री जगदम्बी प्रसाद यादव : मैं सरकार से जानना चाहता हूँ कि गैंगमैन रेलवे के आदमी हैं, उनको पता रहता है कि कौन गाड़ी किस समय कहां जा रही है। जो वह गाड़ी ठीक समय पर गई या नहीं और उसके गार्ड का इन्जमिनेशन हुआ या नहीं? दूसरे जो आपने उदाहरण दिया कि इंजन को उल्टा चलाने का अधिकार है तो जिस तरह से ट्रान्सपोर्ट में नियम बने हुए हैं, उसी प्रकार आपके यहां भी हैं। उन नियमों का पालन इस उल्टे चलाने में किया गया या नहीं? आप कह सकते हैं कि जिसको मरना होगा वह पुल पर चला जायेगा, लेकिन उस समय गाड़ी की स्पीड क्या थी? इसके अलावा वहां पर रोशनी न रहने के कारण वे लोग देख न सके, जैसी कि रिपोर्ट है, पुल पर आने के बाद उनको पता लगा कि कोई चीज आ रही है, तो इसका इन्जमिनेशन हुआ या नहीं और इस दुर्घटना के संदर्भ में सरकार विचार करेगी कि ऐसे कदम उठाये जायें कि इस तरह की दुर्घटना फिर न हो और इस लिए इस परिपाटी को समाप्त किया जाये? accident is avoided as far as possible. The second point is about the engine. When the engine is working on the tender-foremost basis, normally there is no head-light at the back. It is a fact. But only it has got Duffer

lights, which are not very sufficient for the people to see. That is also a fact. But as I have mentioned, it is also provided in the general rules that there should be speed restriction because these are operated for very short distances. From Secunderabad to Hyderabad it is only about six miles. This was necessary because from Hyderabad the train was going elsewhere where the engine will be in the leading position.

The hon. Member has mentioned some other points. The matter is still under enquiry, the investigation is there, and if anything comes out definitely that will be taken into consideration.

श्री रेवती कान्त सिंह (बिहार) : माननीया, माननीय मंत्री जी के जवाब से मामला कुछ सुलझने के बजाए और उलझता जा रहा है। मंत्री जी ने कहा कि गाड़ी में इंजन पीछे की ओर से लगा हुआ था और इंजन के पीछे में लाइट नहीं रहती है इसलिये लाइट की व्यवस्था नहीं थी, मैं माननीय मंत्री जी से कहना चाहता हूँ कि वह पुनः इस बात की जांच करायें कि रेल का इंजन अगर पीछे की ओर से चलता है तो इंजन में ऊपर से एक बत्ती, 'केरोसिन तेल वाली बत्ती, टांगी जाती है। ऐसी बात नहीं है कि कोई लाइट नहीं रहती है। एक बात।

दूसरी बात यह कि पुल पर से अगर कोई रेलगाड़ी पास करती है तो यह जनरल नियम है, आम कायदा है कि ड्राइवर विसिल देता है, सीटी बजाता है। अगर इस ड्राइवर ने सीटी बजाई होती कुछ दूर से रेलवे ब्रिज को एप्रोच करने से पहले तो मैं समझता हूँ कि वह मजदूर निश्चित रूप से रेलवे लाइन से पर हट गये होते। 11 अगस्त के दैनिक 'हिन्दुस्तान' में इसकी खबर छपी है और उसमें एक मजदूर ने जो पहले पुल को पार कर चुका था उसने अपने बयान में कहा है :

“उसने बताया कि विगत कुछ महीनों से वह निजामाबाद में काम कर रहे थे। गत रात्रि मनमांड पैसेंजर गाड़ी से काफी रात गए सिकन्दराबाद पहुंचे थे जहां से

[श्री रेवती कान्त सिंह]

विकाराबाद जा रहे थे। बेगमपेट स्टेशन से हम पुरली-बैजनाथ पैसेंजर गाड़ी पकड़ना चाहते थे इसलिये सुबह चार बजे तेजी से रेल पटरी के साथ-साथ स्टेशन की ओर बढ़े जा रहे थे। जब छोटे पुल पर पहुंचे हममें से 12 व्यक्तियों ने पहले पुल पार किया लेकिन जैसे ही 14 अन्य साथी पुल पार करने लगे, एक मालगाड़ी जिसमें 14 डिब्बे थे पीछे से आई। इस गाड़ी का इंजन पीछे की ओर लगा हुआ था। गाड़ी गैंगमैन को कुचलती हुई चली गई। मालगाड़ी के ड्राइवर ने भी इस दुर्घटना की ओर ध्यान नहीं दिया और वह अपनी गाड़ी निकाल ले गया।”

यह रिपोर्ट अखबार में आई है मैं चाहता हूँ कि सरकार इस बात की जांच कराये। इस रिपोर्ट से भी ऐसा लगता है कि वह ड्राइवर निश्चित रूप से अपनी ड्यूटी में नेगलिजेंट था, पुल के पास पहुंचने के समय कोई विसिल नहीं दी और इसलिये उनकी मृत्यु हुई।

THE DEPUTY CHAIRMAN : Now you must be very brief. You cannot go on like this. You ask a question.

SHRI REWATI KANT SINHA : I am always brief, Madam.

THE DEPUTY CHAIRMAN : Please put the question.

श्री रेवती कान्त सिंह : मैं क्वेश्चन ही पूछ रहा हूँ, मैं क्वेश्चन यह पूछ रहा हूँ कि ड्राइवर ने सीटी बजाई या नहीं, इस बात की जांच की गई या नहीं की गई।

दूसरी बात मंत्री महोदय ने कही कि उन मजदूरों ने काफी दिनों की छुट्टी ले रखी थी लेकिन इस रिपोर्ट में इस मजदूर ने कहा है कि हम लोग काम कर रहे थे और काम करने के लिये जा रहे थे। रेलवे अधिकारी ने भी दैनिक 'हिन्दुस्तान' के सम्वाददाता को जो बतलाया है, वह यह बतलाया है। . . .

THE DEPUTY CHAIRMAN : Please put your question.

श्री रेवती कान्त सिंह : माननीया, मैं पूछ ही रहा हूँ, यह बहुत अहम सवाल है, हिन्दुस्तान के 12 मजदूर मर चुके हैं और मंत्री जी कह रहे हैं कि वह छुट्टी पर थे। इनको कम्पेनसेशन मिलना चाहिये। रेलवे अफसर ने भी इस बात को स्वीकार किया है कि वह ड्यूटी पर जा रहे थे।

उपसभापति : तो वह पूछ लो।

श्री रेवती कान्त सिंह : वही तो मैं पूछ रहा हूँ। इसमें से पढ़ कर बताना चाहता हूँ:

“दक्षिण-मध्य रेलवे के द्वारा जारी की गई एक प्रेस विज्ञप्ति में बताया गया कि निजामाबाद सेक्शन के 36 गैंगमैन विकाराबाद के समीपवर्ती अपने गांवों को लौट रहे थे। ये लोग बेगमपेट की गाड़ी पकड़ने के लिये पटरी के किनारे किनारे चल रहे थे।”

ये लोग अपने गांव से लौट रहे थे ड्यूटी रिज्यूम करने के लिये और एक रोज पहले ड्यूटी करके गये थे। जनरल होता यह है कि रेलवे गैंगमैन का अगर अलग-बगल में गांव रहता है तो वह नीयरेस्ट रेलवे स्टेशन पर आकर गाड़ी पकड़ता है, जिस तरफ भी काम करना होता है, दायें या बायें रेलवे से उतरते हैं और काम करते हैं। वह रात को चले गये थे और सुबह ड्यूटी पर हाजिर होने के लिये जा रहे थे। तो यह कहना कि कई दिन की छुट्टी ले कर गये थे यह गलत स्टेटमेंट है। मंत्री महोदय को इसकी पुनः जांच करनी चाहिये और मैं जानना चाहता हूँ कि यह स्टेटमेंट उन्होंने किस आधार पर दिया है।

मैं यह भी पूछना चाहता हूँ कि जब वह ड्यूटी पर थे तब उनको सिर्फ पांच सौ रुपया एक्सप्रेशिया ग्रांट दे करके ही मंत्री महोदय संतोष कर लेंगे या उनको वर्कमेंस कम्पेनसेशन अक्ट के मुताबिक कम्पेनसेशन मिलेगा। मंत्री महोदय इन सब बातों के बारे में बतायें।

SHRI PARIMAL GHOSH i Madam, the hon'ble Member has read out something from the paper. That is a part of the descriptive portion of the statement which I have already read myself.

The second part of the question is whether the workmen involved, who died, were on duty or were not on duty. As I have already mentioned in my statement, they took leave for two days. They were on their way to join duty. So they were not on duty. But the main point here is whether they will be entitled for some compensation or not. As I have already made that point very clear, I am not going to look at that thing from the technical aspect. The fact remains that this unfortunate incident has happened, and even if the law does not permit compensation for technical reasons I have already stated that I will make it possible so that compensation is paid to the workmen. Besides that, I have further stated that even we will go to the extent

SHRI AKBAR ALI KHAN i On the same basis as if they were on duty.

SHRI PARIMAL GHOSH i There is no question of basis. The question is whether we are going to pay them compensation or not. About the basis, that matter will be looked into.

As to the other point that there is no search light in the back of the engine, I did not say there is no light. There is buffer light but that is not sufficient for the people to see if the visibility is not very clear.

Regarding whistle, immediately the goods train stopped at the next station it was checked that the whistle was in order. Of course, in his statement the driver said that he gave the whistle. Of course, this will come out when the investigation is completed.

SHRI DAHYABHAI V. PATEL (Gujarat) i Madam, usually when a railway line is laid across an overbridge there is passage enough for a single person or a file of persons to pass. May I know whether there was any passage on the side of this bridge? Usually on both sides of the railway line there is a passage. Is there any passage on the side of the overbridge so that if whistle was blown and if they had heard it, they could have rushed to the sides, crossed over, sat down or crouched in the passage so that they were not over-run. Madam,

It is difficult to believe that if the whistle was blown so many people would have remained in the middle of the track and allowed themselves to be over-run by the train in this manner.

श्री जगदम्बी प्रसाद यादव : इनका बहुत जगह स्टेटमेंट है कि जो ऐसे करते हैं पागलपन में हैं, चले जाते हैं, ये क्या करें ।

SHRI DAHYABHAI V. PATEL i Not only one is concerned. There was no attempt to whistle or to slow down the train. If the train had been slowed down, it would not have gone on like this crushing so many people. The answer of the Minister is not very clear and one would like to know more about it.

SHRI PARIMAL GHOSH i Madam normally there are single-track bridges and there is no passage provided. There is a refuge provided. This is a small bridge and there is narrow refuge on the two sides of the bridge.

Regarding the hon'ble Member's point about speed, as I have already said the speed was within 25 kilometres. Therefore, my statement stands to reason because the engine was not foremost. Only the tender portion of the engine was in the front. There is another point. Out of the 26 people at least 12 people could run away before the train could actually reach them. Obviously it means the train was not running at that speed. About the whistle, I never said that the driver whistled. I said that the whistle was found to be perfectly in order and the driver has reported that he whistled. The actual position will come out after the investigation is over.

SHRI K. CHANDRASEKHARAN (Kerala) : This, Madam, is a warning that we must be more serious with regard to safety methods. So far as bridges are concerned, as has been already stated, it is usual to have some footpath or something. I would like to have an assurance from the hon. Minister whether with regard to bridges where the length exceeds 50 metres or something more than that, sidings will be provided as far as possible so that accidents of this nature would not be repeated.

SHRI PARIMAL GHOSH : Madam, there is provision for refuges in the bridges. In the case of this particular bridge also, we have refuges on two sides of the bridge.

PROF. SAIYID NURUL HASAN (Nominated) : Madam, I think that one of the point that has emerged is that it is necessary, as a safety measure, that the Railway rules should be modified so that if the engine is moving tender foremost then sufficient light is provided at night

----- it can be a portable light which can be adjusted for the time being so that lives can be saved, because such accidents have happened in many places. Would the Minister be pleased to assure the House that he would look into these rules and make such changes as are considered necessary?

SHRI PARIMAL GHOSH : Madam' I will not only look into these rules, but I will also see if lights can be provided in such contingencies.

SHRI AKBAR ALI KHAN : In places where these bridges are in the middle of the cities, the danger is always there. So, will the hon. Minister see that when such bridges are in the thick of the population, some alternative footpath or something is provided so that these accidents may be avoided?

SHRI PARIMAL GHOSH : As I have already said in my statement, there is an alternative

SHRI AKBAR ALI KHAN : No, no, I know the place. Room is there. But at some places there is some footpath or something close by. There is nothing like that there.

SHRI PARIMAL GHOSH : Normally' the practice is that that kind of footpath should not be provided in a bridge like that because that bridge is not meant for a public thoroughfare. But even then, because it may so happen that there may be some people on the bridge, to protect them, we have provision for refuges in between the bridges. And that is already there.

REFERENCE TO DISQUIET AMONG THE DEPOSITORS OF THE BANK OF BIHAR

SHRI B. K. P. SINHA (Bihar): Madam, I would like to bring a matter to the notice of this House and to your attention and, through you, to the attention of the Minister concerned. I am glad that the Minister of State for Finance is sitting here. Under the instructions of the Reserve Bank of India, three months' moratorium has been declared by the Bank

of Bihar. I received telephone calls yesterday at about 10 in the night from some of the employees of the bank saying that there was disquiet, panic and anger among the depositors and those who have transactions with the bank and about 50 cars were standing around the building of the Bank of Bihar; and 50 cars in Patna is a big number. So, I would like the Minister of Finance to make a statement so that people really get over that sense of panic and realise what is really going to happen, and that their deposits shall not be in danger.

REFERENCE TO DEMANDS OF NON-GAZETTED EMPLOYEES FROM HARYANA AND PUNJAB WORKING ON DEPUTATION IN CHANDIGARH

SHRI BHUPESH GUPTA (West Bengal) : Madam Deputy Chairman, with your permission, I am inviting the attention of the Government to the fact that there are 10,000 non-gazetted Government employees from Haryana and Punjab on deputation who are working now in the Union Territory of Chandigarh. They have got certain very great grievances. One of them is that they are not being given the Punjab scales of pay which the Government was committed to pay, when the State was bifurcated and the reorganisation took place. Now, I was there myself. There are other demands also. And although they are working in the Union Territory, under the Central Government, they are not demanding Central Government rates with regard to other demands. They are only demanding what the Government was committed to pay them, namely, the Punjab Government scales. That is not being done. It seems that the Finance Minister earlier had refused to do it. Now I think this should be considered. There are other demands with regard to house building and so on. These also should be gone into. One of the employees' leaders, Shri Shandu, was on an indefinite hunger strike. I do not know the position today His condition when I saw him a few days ago was rather bad. I would like the Government to inform the House as to what steps they are going to take in this matter with a view to meeting the legitimate demand of the Government employees from Haryana and Punjab on deputation in Chandigarh. I have also given a Calling Attention Notice on this.